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RAIL TRAVEL NEWS

VOL. 6, NO. 9
FIRST ISSUE OF JUNE 1976
#131

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-SUNSET COAST LINE

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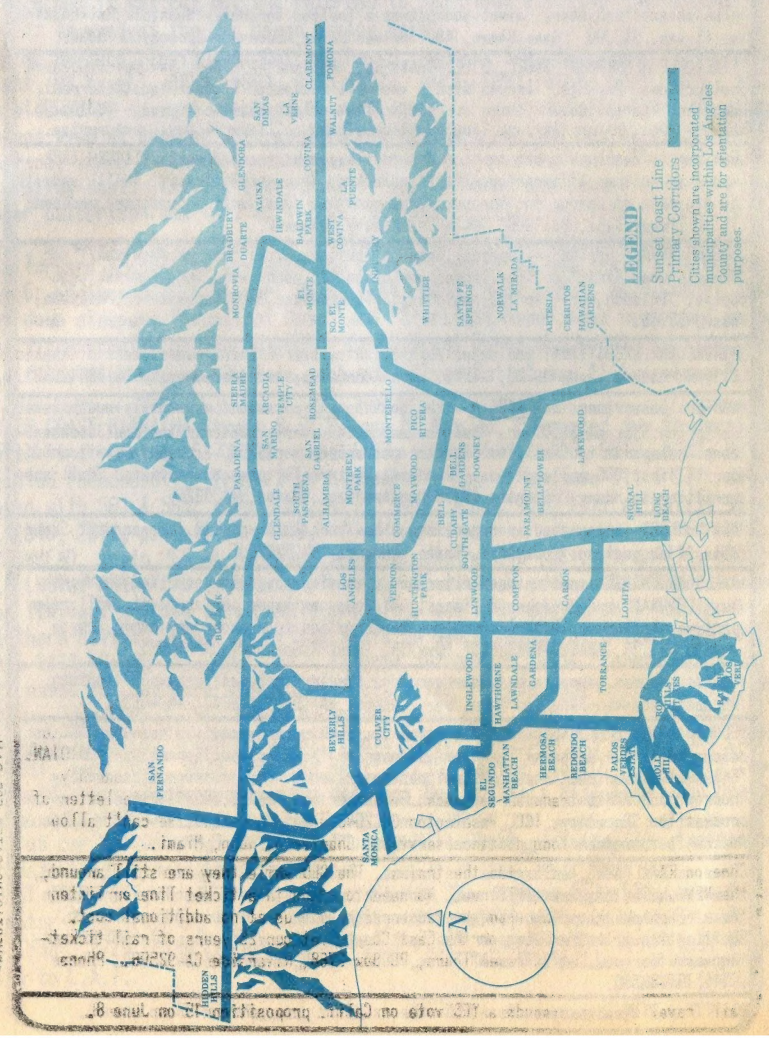

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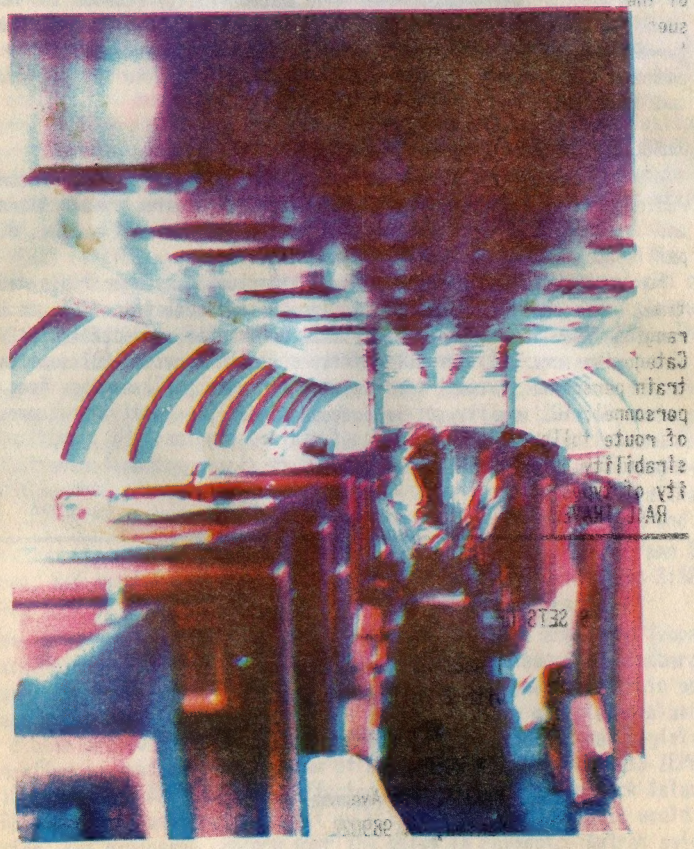

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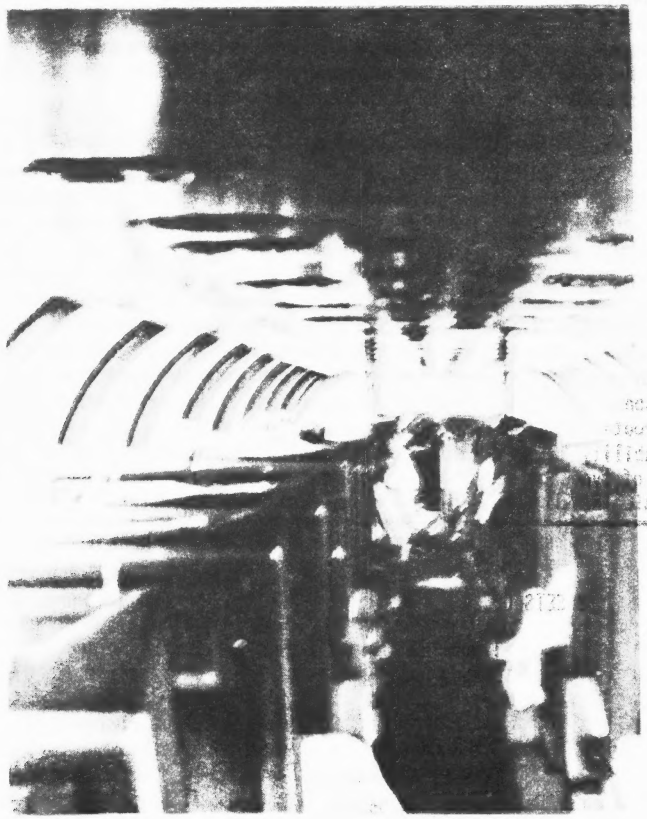

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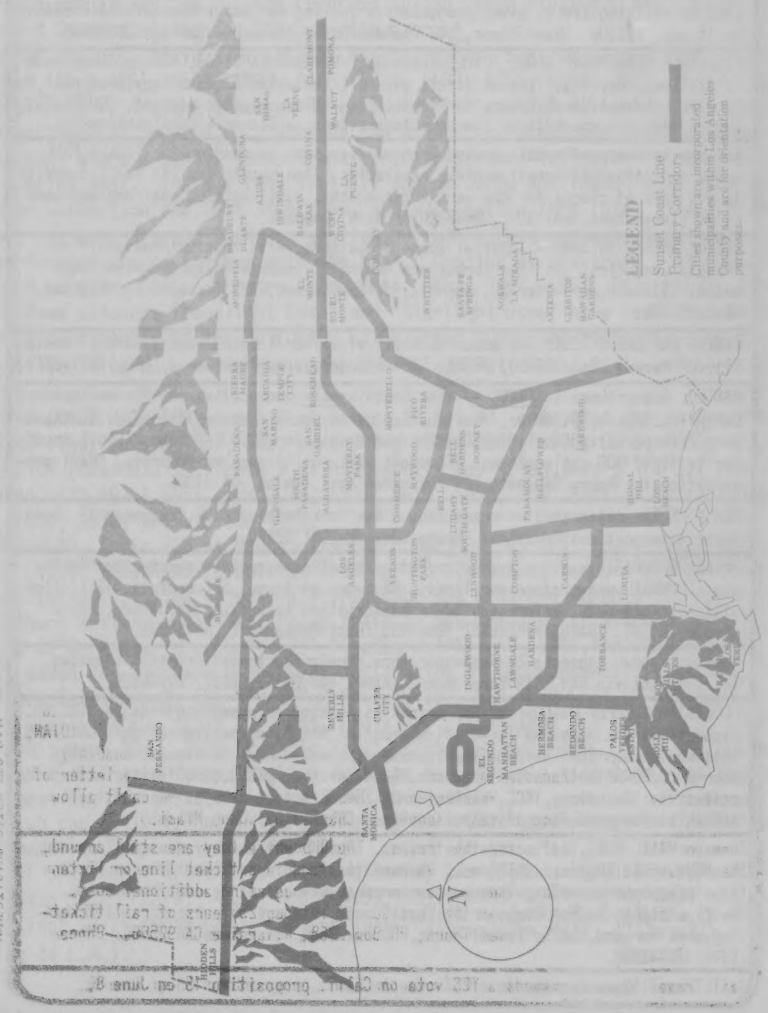

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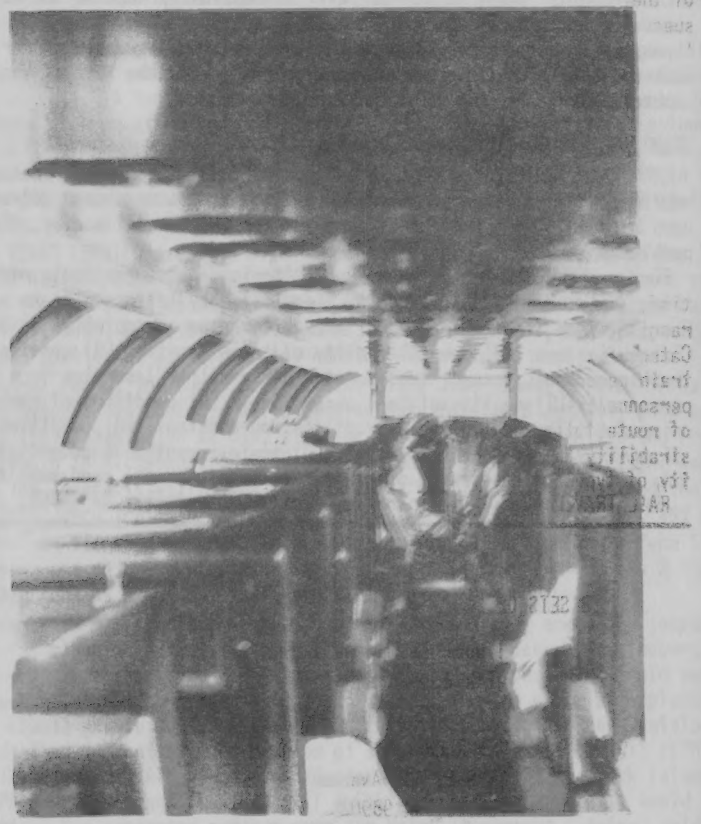

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SILVER METEOR and off the Florida route of the CHAMPION and the Auburndale-Jacksonville portion of the SILVER STAR route. It keeps the two-trains-daily service from Southeast Florida to Central Florida and one-daily from Southeast Florida to Orlando and the St. Johns River Valley towns. Now Amtrak is petitioning the ICC to drop sleeper service on the FLORIDIAN between Jacksonville and Miami. A protest of this plan is being organized in Florida. A new FLORIDIAN timecard was issued for the May 15 reversion to the schedule changed after April 15.

***For the introduction of Amfleet equipment on the Chicago-Detroit trains May 18, the press was invited aboard the first revenue run, instead of holding a special press run.

***When the DEL MONTE is revived, it could run out of Oakland instead of San Francisco if a CalTrans plan is adopted. The meeting of supporters of the train reinstatement was postponed from May 26 to June 30 at Quail Lodge in Carmel Valley, CA. At that time, the state plan, which apparently includes a Watsonville-Santa Cruz connecting train, will be discussed.

Rail Canada

BRITISH COLUMBIA'S NEW Social Credit government may consider sale of the B.C. Railway to Canadian National, perhaps for a token $1, according to the Vancouver Province. Behind the move is an increasing series of problems with the railway, causing embarrassment to the government. These include labour unrest, growing annual deficits, poor management, and increasing difficulty in financing expansion into the north, near the Yukon border. The $1 sale would be conditioned on Ottawa picking up the railway's existing debt.

Most B.C. Railway passenger services have continued to operate during the recent period of labour unrest. Those planning summer trips are encouraged to inquire before traveling. The railway's Royal Hudson excursions between North Vancouver and Squamish, B.C. were off to a good start: the May 23 departure from N. Vancouver consisted of 12 cars, including a baggage car and the open-air observation "Mount Garibaldi." Photographers were treated to numerous smoke and steam effects as the Hudson got underway.

CANADIAN NATIONAL RAILWAY has adopted a new blue-and-yellow color scheme, with a revised logo that reads "VIA CN" (see accompanying illustration). The new colours were going initially on the TurboTrains, followed by other rail equipment.

CANADIAN NATIONAL PRESIDENT Robert Bandeen has announced formation of a "CN Marine" subdivision as CN's reorganization program continues. The new marine division will include a number of important ferry runs in the Maritimes and also some shipyard services. The reorganization program is patterned after a similar Canadian Pacific reorganization in the late 1960s. Bandeen had previously told reporters that CN had become too large to administer effectively. John Gratwick, who has held a number of high CN and Ottawa posts, was named VP of the new group.

THE ALASKA HOUSE of Representatives has approved a bill authorizing study of a rail connection to the "lower 48" states. Rep. Red Swanson (D-Nenana) said purpose of the study was to obtain cost and revenue estimates for a route of about 1000 miles to link the Alaska Railroad with existing rail lines in Canada. A rail line has been promoted as the most feasible way to open up the vast mineral resources of Alaska and the Canadian Northwest Territories. About 290 miles of line would be needed within the State of Alaska. Total cost of the entire route has been set tentatively at $600 million. A railways conference to examine the proposals is scheduled for October in Canada.

AIR TRAFFIC ON the Montreal-Toronto route, heaviest in Canada, declined during 1975, compared to 1974. Financial statements for CP Air and Air Canada, and five regional air carriers, showed that combined operating losses jumped from $2.7 million in 1974 to $20.3 million last year. Operating revenues were up 15.9%, expenses up 17.6%, passenger miles up 5.3%, and fuel consumption up 4.3%, altho the total fuel bill was up 26.6%. Fuel expense was $289 million.

OVERHEAD FOR THE new Bay trolley coach route in Toronto is being installed, and the startup of electric operation may take place in late summer or early fall. The route will utilize trolleys idled when the North Yonge bus was converted to diesel, coincident with opening of the Yonge subway extension. The Bay diesel bus route has been relatively unsuccessful. The diesel operation started in Feb 1963 when Dupont streetcars were abandoned when the University Subway was opened. Passengers did not shift to the subway in expected numbers, and TTC officials later told the press that ending the streetcar runs had been a "mistake." The electrification is expected to speed bus service, especially during peak periods. Toronto has about 150 trolley coaches.

TORONTO'S YORK MILLS dial-a-bus program will be discontinued in late June, a victim of inflation, budget cuts, and so-so passenger traffic. Residents of the area voted at public meetings for no transit service at all rather than have standard diesel buses replace the unscheduled runs (as proposed by TTC for the upper-income neighborhood).

THE "PRINCESS MARGUERITE" kicked off her 1976 season on the Seattle-Victoria run with exceptionally heavy loads during the first few days of operation. On May 21 the inaugural cruise from Seattle carried 1169 passengers and 34 autos. The May 22 sailing carried over 1600. A pre-season charter run from Tacoma May 20 took 1711 passengers. As in previous years, Sunday loadings are lighter. The break-even point is 800 foot passengers. The ship's 2000-passenger capacity, the rating since her May, 1948 launching, has been cut to 1700 this year with installation of "chutes" (similar to those on airliners) for emergency ship evacuation, and removal of some lifeboats (altho the Canadian Coast Guard allows 1836 passengers with the new life-saving system).

CONSTRUCTION WORK IS well underway at present on ferry terminals in downtown Vancouver and North Vancouver for the new passenger-only service expected to start later this year. The downtown Vancouver terminal is directly adjacent to the CP Rail station, and will be connected with the station's present waiting room and concourse. The N. Vancouver terminal will be served by several re-routed buses. The 400-passenger, double-end ferries are being constructed in Esquimalt.

THE "PRINCESS PATRICIA" made her inaugural sailing from Vancouver to Alaska on May 15 under private charter. A second charter sailing was made May 23, prior to opening of the regular season on May 31. Sailings will continue at 8-day intervals from Vancouver thru Sept 4, after which additional charter operation is expected. The "Princess" is the sole remaining passenger-only vessel in the Canadian Pacific empire. CP Rail has repeated denials that the Alaska cruise vessel will be retired. CP's marine superintendent Al Cairns in Vancouver said CP expects to see years of good cruising ahead for the white-hulled liner.

CANADIAN FEDERAL GOVERNMENT will spend $30 million for new rail passenger equipment and track improvements for improved service on the CP Rail route between Montreal and Quebec City, in a 3-year program slated to start next year. Improvements to "corridor" services for CN will be undertaken thereafter, according to Transport Minister Otto Lang. Lang said a total of $220 million may be spent on the Windsor-Quebec City passenger-train corridor. Three new trainsets are to be ordered for the runs. Details will be announced this fall. It is expected that new equipment will reach 120 mph speeds, to cut one hour from the present 3-hr schedule. CP Rail runs may be diverted to the CN Central Station in Montreal during the program. CP Rail presently operates 3 daily RDC round trips on the line; and formerly offered standard equipment with Skyline dome coffee shop cars and parlor service.

Federal assistance for improvements to that route mean delays of up to 7 years for improvements in Windsor-Toronto passenger runs, according to Ontario Transport Minister James Snow. Snow said he found the Ottawa announcement disappointing, and could not understand the stance taken by Lang. Snow told the press he will seek a minister-to-minister conference to seek reversal of Lang's decision. Snow said the Toronto-Windsor routes serve the densest population with the highest economic potential to

support improved rail service.

CANADIAN PACIFIC RAIL vice president Keith Campbell has reported that CP's consulting services will prepare a detailed report for the Ministry of Transport outlining requirements for improved Montreal-Quebec City service. The report will cover areas including track improvements, marketing, scheduling, and operating procedures. While CN executives had no immediate comment, there was an air of disappointment among CN staff at the announcement. CN had announced service improvements in the Windsor-Quebec City corridor one month prior to the federal announcement.

SASKATCHEWAN MUNICIPAL AFFAIRS Minister Gordon MacMurchy has asked the Canadian Transport Commission for development of a regional intercity passenger train service in the Prairie Provinces. He repeated Saskatchewan's call for a new national corporation to take over all passenger train services. MacMurchy said transcontinental service should be improved rather than reduced. The Sask. Urban Municipalities Ass'n submitted recommendations to CTC officials suggesting transcon service be broken into segments: such as Winnipeg-Saskatoon one day, and Saskatoon-Edmonton the next. On the south line, similar runs would be Winnipeg-Regina followed the next day of Regina-Calgary runs.

TIGHT MONEY PROBLEMS in the Province of Quebec, serious enough to force bond-rating firms such as Moody's to cut ratings, may cause a substantial slowdown in expenditures following the Olympic Games, the Toronto Globe & Mail has reported. This is perhaps the reason that Quebec Trasnport Minister Raymond Mailloux has announced a halt to a $2.8 billion transportation package. Projects in jeopardy include Montreal subway extensions, highway construction, and a rapid transit route linking Montreal with the new Mirabel airport 38 miles north of the city.

RAIL TRAVEL NEWS contributor Glenn Lee authored a feature article on the CP Princess ships in Seattle's waterfront weekly "Marine Digest" published May 22. The magazine's cover photo was of the "Princess Marguerite." Copes are 25¢: 1008 Western Avenue, Seattle WA 98104.

RECENT CANADIAN CONSISTS: CN train 2, Capreol-Montreal May 7: engines 6501, 6634, 6626; cars 9670 baggage, 5580, 5492 coaches, 761 cafe-lounge, 5719 diner, sleepers 1140 "Enterprise" & 1152 "Euclid"; dorm-lounge 1087 "Cape Breton." CN train 2, Winnipeg-Capreol, May 6: engines 6501, 6634, 6626; cars 9670 bag, 9616 bag, 5483, 5491, 5492 coaches, 761 cafe-lng, 5710, 5719 Dayniters, sleepers 1140 "Enterprise", 1152 "Euclid", lounge 2324 "Vogue" (Van-Winnipeg), diner 1377, sleepers 1111 "Eastview", 1129 "Elnora", 2323 "Sans Souci" lounge (deadhead), 1157 "Evelyn" sleeper (deadhead).

QUOTES OF THE WEEK***

"Is that (upgrading the Colonial Corridor) a good use of public funds? The high population densities along the corridor, the energy efficiency of rail transportation, the present highway and air congestion, and the prospects of reducing the need for further airports and costly urban-area highways argue persuasively that it is. Yet in making that decision, we are taking something away from the prerogatives of private enterprise, and we are asking the air and motor bus carriers in that region to compete against a heavily subsidized rail carrier."

--Transportation Sec'y Coleman in talk to Economic Club of Detroit, 5/24

SLIP OF THE MONTH CLUB***

"On the 12:13a.m. return trip passengers will be celebrating the new Contrail regime and its maiden voyage across the tracked landscape of West Windsor and Princeton."

--The Princeton Packet, Mar 31

(It's what's blowin' in the wind, eh?)

SUNSET COAST LINE

Los Angeles County voters on June 8 will be asked to approve two propositions that are to provide authorization for construction and operation of a regional rail rapid transit system for the county--the Sunset Coast Line--that would, according to backers, be built over existing rights of way as much as possible, to speed construction and minimize environmental damage.

The proposed 232-mile system, shown on the map on our back cover, will allow residents of 49 cities, including Los Angeles proper, direct access to transit facilities. Supporters say that expensive condemnation will be eliminated by building along freeways, flood control channels and railroad rights of way. The construction process is being organized to permit equal priority development of each of the primary corridors which are: Airporter Line, Long Beach, San Fernando Valley, San Gabriel-Pomona Valley, Santa Monica-Union Station, and the South Bay.

Pace of construction will depend on the level of cooperation extended by the cities involved. Key factors here are station location and design. These will be negotiated with the cities, with a provision for arbitration in the event an agreement cannot be reached. With a maximum level of cooperation, initial operation would be expected to begin in 1984. Three years later, over 100 interconnecting miles of line should be operating, passing thru Glendale and Burbank to Encino, south from Union Station to the Long Beach harbor and from the International Airport north to Van Nuys, south to the South Bay, and eastward to Commerce, Pasadena, Covina, and Paramount.

If studies show that subways along Wilshire and La Brea in L.A. are the most acceptable, funds for underground construction will be allocated. The rest of the system will be built at or above ground, depending on topographic needs. Where local preference is for subway, the cities involved will have the option to call for this type of construction, but will have to provide the additional funding. The Rest of the system consists of extensions of these primary corridors, and interconnections.

The entire system may take from 30 to 35 years to complete, backers say. Provision will be made for a junction with a possible rail rapid transit line to be built by the Orange County Transit District.

The bulk of the system is planned for speeds up to 85mph, along track that will be grade separated. Location and architecture of stations will reflect community interest. Present plans call for stations to be about 2½ miles apart. Adjustments can be made if necessary. If cities want more elaborate stations than those in the plan, they will have to provide additional funding.

Financing of the system will be from the two voter measures, each of which provides a one-half cent on the dollar sales tax increase. When the system is built, one of the half-cent taxes will be dropped, leaving the other to provide funds for maintenance and operation of the system "with a reasonable fare." The full cost of the system, one of the largest in the world, is estimated by its planners as $5.8 billion in 1976 dollars. Federal funds are also expected to help the system. DOT Secretary Coleman has indicated that passage of the measures is very important in indicating to the Federal Government Southern Californians' willingness to take on such a project. If the propositions fail this month, there is still the possibility that a "starter line" project funded from gasoline taxes combined with UMTA money would be built. This project, described earlier in RTN, is considered to be part of the Sunset Coast Line, tho it could be funded separately.

The line now being voted on is the brainchild, in a way, of one man--L.A. County Supervisor Baxter Ward, who pushed to get the measures on the ballot this month in

(continued on page 9)

THE PEORIA PLAN

A Transportation Task Force of the Peoria Chamber of Commerce for the past three years has been studying ways to improve and expand the three major modes of mass transportation--rail, air, and highway, to achieve better public service. As the first major step toward merging the three into one functionally integrated public service, the task force proposes to revitalize and improve the Peoria to Chicago rail corridor and to re-establish a Peoria to St. Louis route by way of Lincoln and Springfield, IL. The following is a summary of the Task Force's report:

During the past decade, rail passenger service from the Peoria Area to Chicago has deteriorated substantially. Existing track conditions have extended the optimal time schedule by two hours, and have also created an uncomforatble ride over the present Rock Island corridor.

In an effort to improve rail transportation, the Peoria Area Chamber of Commerce Transportation Task Force and Tri-County Regional Planning Commission undertook an analysis of alternative rail passenger corridors that would link Peoria to Chicago, and Peoria to Springfield and St. Louis. A total of five corridors were reviewed and analyzed in terms of projected ridership, estimated running times, rehabilitation costs, and overall corridor conditions.

Based upon this analysis, the Commission staff in cooperation with the Chamber of Commerce presented the five alternatives to citizens at public meetings held in Peoria and Pekin, on Jan 12 & 20, 1976. About 60 citizens attended the meetings and expressed similar opinions in regard to the future of rail passenger service for the Peoria Area. (1) The need exists for improved rail passenger service north to Chicago, and the reinstatement of rail service south to Springfield and St. Louis. (2) Service must provide a fast running time to Chicago and St. Louis in order that a full business day can be accommodated. (3) Direct access to the core of the Peoria Area rather than the fringe be provided by rail service.

These factors, in concert with the staff's final analysis, created an objective framework for evaluating the various corridors posed in the study.

The final recommendation for rail passenger service that best meets the needs of the Peoria Area for travel to Chicago, as well as to Springfield and St. Louis includes: (see map of Final Corridor Recommendation at left) Utilization of the Rock Island Railroad from Peoria to Chillicothe and use of the Santa Fe from Chillicothe to Chicago; for service south, utilization of the Peoria and Pekin Union Railroad from Peoria to Pekin, the Illinois Central Gulf secondary track from Pekin to Lincoln, and at Lincoln, use of the ICG mainline to Springfield and St. Louis.

It has long been a contention of rail subsidy opposition that railroads are still reaping the aggregated benefits of land grant construction policies initiated in the 1850s. However, it is rarely mentioned that before 1946 there existed special reduced freight and passenger rates for government business, which are estimated to have more than covered land grant costs (see J.F. Stover: "The life and decline of the American railroad", Oxford Univ. Press, 1970). Only recently have large-scale subsidy programs been introduced to the railroad industry, necessitated by the stiff competition provided by heavily subsidized alternative modes. The inherent efficiency of railroads, plus the demands imposed upon railroads during times of of extraordinarily high passenger demand (i.e., wartime), make the existence of a viable rail passenger network imperative.

In analyzing potential corridors, three critical factors surfaced: estimated running times, rehabilitation costs, and projected ridership. The route selected south from Peoria follows the Peoria and Pekin Union Railroad from Peoria to the core of Pekin. A rail relocation plan is in the developmental stages, and implementation of the plan would provide an excellent connection to the ICG branch running south. This branch, which continues to Lincoln and the old GM&O Railroad mainline, is currently in the process of being relaid with continuous welded rail.

The route chosen is 12 miles longer than the shortest route, but with thetrack improvements under way, it is estimated that travel times will be 1:15 between Peoria and Springfield. An improvement essential for the operation along the route would be the completion of the southwest quadrant of the wye at Lincoln. By using the ICG trackage from Pekin south, the route exhibits single-carrier operation to St. Louis. It also restores previously abandoned rail passenger service between the Peoria Area and Lincoln, and would improve rail passenger access between the closely-integrated Central Illinois cities of Peoria, Lincoln, and Springfield. Estimated cost of rehabilitating the route south of Peoria is $1,907,458. Costs of other routes considered ran as high as $9,895,444.

The plan was believed to be compatible with the overall State Mass Transportation Plan prepared by the Illinois DOT, and its inclusion in the DOT plan was recommended. It is hoped that train service described will be funded under Section 403B of the Amtrak Act.

Illinois Governor Daniel Walker publicly announced the plan on May 18. Amtrak said it cannot consider it until after Oct 1, when the present fiscal year ends. Amtrak's funding beyond that date is still up in the air, and it is likely that Congressional cuts urged by the White House will leave no money for such new services.

SUNSET COAST LINE (continued from page 7)

spite of the fact that L.A. voters twice before turned down smaller systems. In 1968 and 1974 voters decisively disapproved rapid transit plans. The system being voted on this time is larger, but the fact that it serves more people better than previous plans is being counted on by its backers to give it wide appeal.

The press in Los Angeles has editorialized against the plan. The Los Angeles Times in late May ran a series of articlesgenerally showing the system in a negative light.

It seems most likely that the propositions will fail, altho opinion polls differ: a Times poll found 50% supporting the system, 33% opposed, and 17% undecided, while a separate poll concluded that 47% will vote against the system while 40% will support it, with 14% undecided.

Everyone knows that L.A. needs a transit system badly. If the present plan fails at the polls, the Times analysis may be right in concluding that the Rapid Transit District should be allowed to go ahead with its Starter Line without the "all-out financial commitment" that the Ward plan poses.

PALATKA

It was a stirring moment on April 26 at Palatka, Florida, as Amtrak train 88, the CHAMPION, came into view and the band struck up "I've Been Workin' on the Railroad."

As the train eased to a stop for the first time in five years, hundreds of people cheered. One observer stated that it was the most people he had ever seen in one place in Palatka.

Decked out in Amtrak hats, buttons and balloons, the crowd listened as Miami Superintendent Frank Forcione, with an awestruck look upon his face, stated that if Amtrak knew that there was this much enthusiasm, the train would have stopped there long ago. He added that Amtrak would take under serious consideration not only stopping the CHAMPION, but also the SILVER STAR and FLORIDIAN, in view of the support shown.

Amtrak spruced up the station, repainting the waiting room and canopy, laying down a 300-foot asphalt platform, and installing new signs.

Rail travel advocates were on hand from all over Florida and Georgia, headed by Dr. Charles A. Dunn of Miami, who, along with Mrs. Lillian Price, spearheaded the drive for the new flag stop. Mayor E. L. Walker presented the key to the City of Palatka to Dr. Dunn.

The CHAMPION was running as a separate section that day north of Jacksonville, because extra cars had to be added to handle the crowds riding Deland-Palatka, Palatka-Jacksonville. The consist was two SDP40F engines, one baggage, five coaches, lounge, diner, and four sleepers.

The photograph, by Thomas P. Cheesborough, pictures this northbound train. The CHAMPION stops northbound at 3:10pm, and southbound at 11:28am.

(Kissimmee, Florida, was added as a stop for the SILVER STAR April 25. Now all Florida trains stop at Kissimmee, and for the first time Miami-Kissimmee (closest point to Walt Disney World) travel is possible.)

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AMFLEET ACTION OUT OF SAN DIEGO — by Peter Putnam Bretz

After having experienced the Amfleet cars on the Corridor back East, there was now another chance to try them on the trains called SAN DIEGANS, since Amtrak is now running them on the Santa Fe. Over the years, Amtrak has assigned many sets of equipment to these runs--10-car ex-Santa Fe trains with mid-train full lounge; SHASTA cars of the SP; hi-level CAPITAN cars with "Picoris" as the lounge, or "Silver Salon." Once, even thru sleepers from Seattle were operated.

Today--the modern stuff. The L.A. Times carried a few ads about the change. Bright and early I boarded the 7am departure at San Diego, the connection train to the COAST STARLIGHT. Loadings were about average for this train: a goodly crowd in the last car, a smattering at each stop--including about 75 million school kids going one station down the line.

A standard SDP40F (#527) led off, followed by F40 #229 (why the SDP on the front?--no ATS on the F40); baggage 1367, Amfleet cars 21138 and 21146; Amcafe 20037; 21147 and 21148.

We encountered the rough track just above the station--and the new equipment took it very well. In fact, the cars smoothed out all but the worst bumps up the line. Most of the track is fairly good, however, and we zipped up above 90 some times, even hitting 100-plus for a few miles.

The snack bar is just like back East. One attendant seems to have his hands full. He said that the new setup is harder to work than the old, but wasn't very specific. Service was slow, I felt crowded, and the food selection was limited--no full meals available. The lack of a lounge car is a loss to this service. When Amtrak takes delivery of enough Amlounges, one should be assigned over here.

Yet, all else was as expected. Seats comfy, tables folding out nicely, doors opening. (Will the doors slide as easily five years from now?) All in all, the SAN DIEGAN route is a good place for the Fleet in the West.

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An account by Robert J. Swan: May 28--enjoyed a splendid ride from San Diego to Los Angeles on the all-new Amfleet equipment. It is certainly sharp and a crowd pleaser. An enormous crowd got on in Del Mar--I can simply estimate 100. Seven minutes there, seven in San Clemente; two or three minutes at other stops. It was quicker to unload than to load and collect tickets. The cars hold 84 people in huge, comfortable seats and huge aisles, so it doesn't take many cars to have a real crowd. We had six cars plus baggage, one of them the Amcafe. We have pull-out seat trays. A huge bag of peanuts cost 40¢, a huge soft drink 40¢, lasting almost from San Diego to San Clemente. Even with the two 7-minute stops, we arrived L.A. only 10mins late after a very pleasant trip, arriving 7:15. The last minibus would have left across the street for the RTD station at 7pm.

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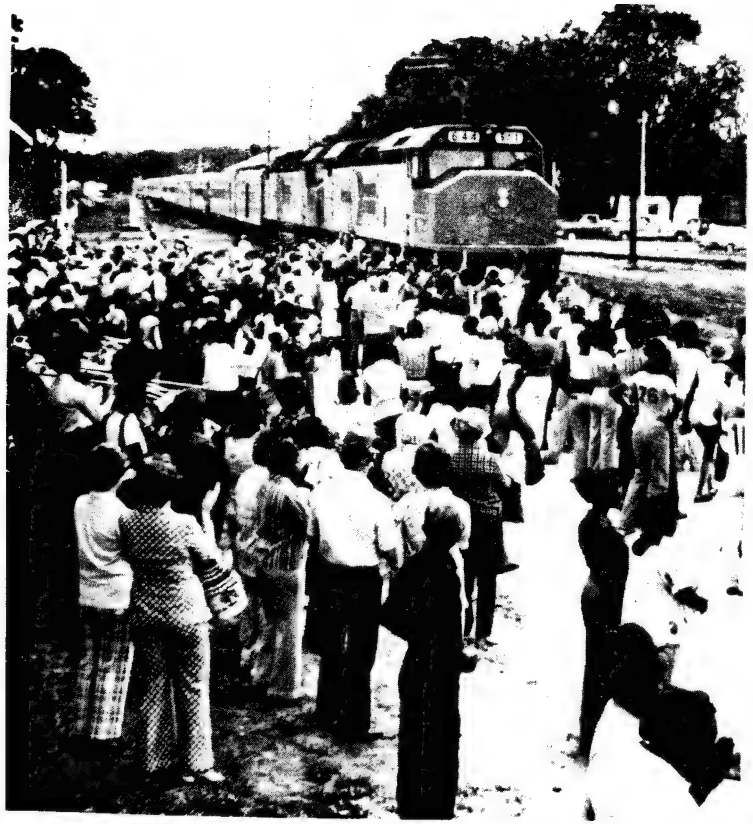

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Urban-Suburban Transit

THE SUNRISE FLEET: The Long Island RR has placed in service a fleet of 11 newly rebuilt parlor cars. Known as the "Sunrise Fleet," these 46-seat cars were rebuilt in the LIRR's own shop from former MU commuter coaches. They will be used in the railroad's summer season trains between NYC and the resort areas on Long Island's East end. Each of the cars contains 46 easy chairs, a spacious washroom, a mid-car bar, and red carpeting on floors and walls. They will run with compatible coaches, deriving their power from a train line. Cars will be assigned to: THE CANNON BALL, THE EAST ENDER, THE GARDINER'S BAY EXPRESS, THE FIRE ISLAND EXPRESS, THE BEACH HAMPTON EXPRESS, THE FORT POND EXPRESS, THE MONTAUK SPECIAL. In addition, the LIRR provides parlor car service on: THE SOUTH SHORE SPECIAL, THE SHELTER ISLAND EXPRESS, THE NORTH FORK SPECIAL. Passengers use private rooms on these 3 trains--the cars being sleepers, lounges and observations obtained from various lines in the late 1960s and early 1970s--but the cars are worn and somewhat shabby. The flatend observation cars give these trains a classic touch. Parlor seat charge is $4.50 over coach fare. --John H. Deasy

THE LONG ISLAND Rail Road's summer schedules went into effect May 24, and included a number of changes, among which are elimination of bus connections at Babylon to points east in favor of diesel trains (the electric line ends there).

BART OPENED ITS last station--the Embarcadero Station in San Francisco--at an afternoon ceremony on May 27. The $30 million subway station, opened long after the system's other stations, is described as the "crown jewel" of the system. It boasts a ticket machine that makes change. BART personnel handed out 10,000 free souvenir tickets within 25 minutes of the ribbon-cutting ceremony.

AN ARTICULATED STREETCAR of the type being built by Boeing-Vertol for San Francisco and Boston burned up at 1pm May 24 at the DOT test facility in Pueblo, CO, due to a failure in the electric propulsion system (a system not built by B-V).

SAN FRANCISCO ZEPHYR and COAST STARLIGHT passengers, crossing the big railroad bridge just north of Martinez, CA, can see alongside them a hazardous-appearing highway bridge. From an offramp from this bridge, at Martinez, a school bus plunged on May 21, killing 28 high school students and an adult escort, and badly injuring about two dozen others, making the worst school bus disaster in California history. The chartered bus, on an intercity trip, went thru a guard rail and fell 30 feet onto its top. Cause of the crash was being intensively investigated.

THE ROHR CORPORATION, headquartered in Chula Vista, CA, announced May 28 that it will drop its rail car building business after it has completed construction of 300 transit cars for the Washington Metro and 7 Amtrak Turboliners. The company said it lost $47.2 million in the last 9 months on carbuilding. It will continue in the aerospace and marine equipment business. Rohr's first rail venture was the construction of the controversial cars for the San Francisco area BART system.

FORMER TRANSPORTATION SECRETARY Claude Brinegar used his federal office to help defeat the Nov 1974 Los Angeles transit ballot measure, the vice president of the Southern Calif. RTD charged in a May 14 statement. Brinegar has returned to Union Oil Co. since his resignation as DOT head. The transit district official said the oil company is an "old foe of transit", according to the L.A. Times. The company has contributed $5000 to defeat the June 8 rapid transit ballot measure (see p.7).

THE CLEVELAND-YOUNGSTOWN ex-EL commuter train is now run by ConRail, but after Oct 1 it will have to find some source of subsidy to avoid discontinuance, reports the Ohio ARP. Train 29 leaves Youngstown weekdays at 5:50am, and reaches Cleveland at 7:40; leaves Cleveland (train 28) at 5:20pm, and into Youngstown at 7:10.

TWO COMMUTER TRAINS on ICG near the Kensington St. station in Chicago collided in the morning rush of May 13, injuring 20 passengers, 4 of them severely. About 900 were aboard the two trains, which sideswiped as they ran northbound to the Loop.

ABOARD THE BICENTENNIAL ROCKET

by Bill Benswanger

The 20th Century Railroad Club's RailFair '76 opened on Friday evening, May 14, with the dedication of Rock Island E8 engine #652, resplendent in a new Bicentennial paint scheme designed and executed by the club members. On hand to christen the unit with waters from Lake Michigan, the Missouri and Mississippi Rivers, and the Gulf of Mexico, symbolizing the area served by the Rock, were RI President John Ingram, RI Trustee William Gibbons, the grand old man of railroading, John Barriger, now Senior Traveling Freight Agent (read consultant and goodwill ambassador) to the Rock, and Rogers (E. M. Frimbo) Whitaker, the nation's leading railfan. A luncheon Satuday afternoon at the LaSalle Hotel featured all the above, with the club's Man of the Century award presented to Mr. Barriger by Tony Haswell, founder of NARP and now managing director of passenger services with the RI. Arthur Dubin highlighted the luncheon with his slide presentation of the development of the passenger train, and Mr. Ingram was a witty and entertaining speaker as well.

The Bicentennial Rocket departed LaSalle Street Station on Sunday May 16 at 9am. The consist included #652 in the lead, with RI E8 #658 providing additional power; RI baggage-mail car 4360, and 6 RI coaches: 349 (ex-"Valle Mar"); 340 (ex-"Golden Flute"); 346 (ex-"Golden Lyre"); 342 (ex-"Golden Trumpet"); 364 "Duncan"; and 365 (ex-"El Reno"), and the rear car being Butterworth Tours' "Big Ben," ex-C&O and Rio Grande, serving as a dining-observation car and carrying the club's drumhead. Stops were made at Blue Island and Joliet, with additional stops for photo runs at Morris and Ottawa. It was a nostalgic trip over the easterly end of the Golden State Route for many of the coaches which had been in service for so long on the GOLDEN STATE.

The end of the line was Bureau, IL, 114 miles from Chicago; the train was wyed here for the return trip, providing many more excellent photo opportunities. An extra feature of the return trip was a meet with a westbound C&NW freight re-routed over RI due to a derailment earlier that morning in Glen Ellyn, which released ammonia fumes at the derailment site. We had the privilege of riding the cab of #652 from Bureau to Joliet, a distance of 74 miles. The return was slowed both by track conditions and by a defective jumper cable between the engines. This was to be replaced at Ottawa, but no replacement could be found, despite many frantic appeals and much conversation over the cab radio. Top speed reached between Bureau and Ottawa was a momentary 61mph, and frequently the train was running as slowly as 12mph in restricted areas. We switched to the westbound track to overtake an eastbound freight movement, to the delight of the rear-end crew of the freight, who hurried us along with gestures and comments over the phone. A moment of dismay came when a mother quail and her covey of babies was spotted directly between the rails; as the E passed over, they appeared to hunker down between the rails and were probably safe. It was pleasing to know that the crew showed great concern for the safety of the birds.

The Rocket came to a halt at Joliet, where we were met at the ICG diamond by St. Louis-bound Amtrak #303, the ABRAHAM LINCOLN, headed by P30CH #718 with an all-Amfleet consist. Then back to "Big Ben," where we wolfed down a most welcome chicken dinner, and joined Art Dubin, Rogers Whitaker, Bill Metzger of Rails Northeast, and others in some early evening train talk. The return to Chicago was made via the Rock Island suburban line, to add a bit of extra spice to a great day, and the Bicentennial Rocket pulled into LaSalle Street Station at 8:15pm. Some competition for the shutterbugs came, as it had all weekend, from Charter Wire's magnificent private cars, "Golden Moon" and "Imperial Leaf," parked on an adjacent track for business purposes.

Tired, happy, and thoroughly filled with a great day's railroading, we bade farewell to our many friends and left the station. Congratulations to the many members of the 20th Century RR Club who worked so hard and tirelessly (including crewing the train, especially the diner) to provide a delightful experience.

Mixed Train of Thoughts

THE PRESIDENTIAL EXPRESS was highly successful from all viewpoints, and the May 15 campaign train evidently helped President Ford win his Michigan primary victory. The most-asked question since last issue was how was the E unit used to provide steam heat for the President's observation car. The answer, from Amtrak, is that the engine didn't have to be used, since the day wasn't cold enough. Car 10,000 has electrical power, supplied by the F40 engines thru the Amfleet cars, and also requires steam for heat. If additional heating had been needed in the car, the E unit would have been moved to the rear of the train during breaks in the ceremonies and hooked up there. As it happened, the engine functioned only as part of the "sweep train" following the POTUS Express (see last issue, pp. 3 & 11). Former RTN Research Editor Richard Tower was among those having near-private audiences with Mr. Ford. Mr. Tower was in charge of the Amtrak preparations in Michigan.....

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AS A RESULT of the success of the Presidential whistle-stop campaign in Michigan, as we go to press more than one candidate in the California June 8 primary is reportedly trying to arrange a similar trip in the Golden State..... SOME NEW STOPS and stations for Amtrak trains: the INTER-AMERICAN began service to Taylor, Texas, on May 27, Amtrak announced the day before. Southbound tri-weekly trains stop at 12:05pm, northbound at 4:35pm. The station was shown in Apr 25 timetables, but startup date of operation left indefinite. Starting June 15 the JAMES WHITCOMB RILEY and the MOUNTAINEER will begin an experimental stop at South Portsmouth, KY, which serves Portsmouth, OH, directly across the Ohio River. The trains, which are combined into one on that route portion, reach the station at 4:58am westbound and 1:41am eastbound. Ticket agents will not be on duty at either of these stations. Tickets may be purchased on the trains. Amtrak is planning a new station in Canton, Ohio. The corporation announced Apr 26 that as soon as the legal ownership of the ex-PC station has been established, Amtrak will demolish it and begin constructing a new one. Designers will work with the Mayor and his staff in design development..... LAKE SHORE LIMITED passengers on May 27 were bused on 3 Greyhounds between Pittsfield MA and Rensselaer NY because of a freight derailment at State Line (NY-MA) crossovers. Patronage was reported heavy that night, and there were 3 coaches, plus sleeper and food car, in the consist of train 449.....

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DEPARTMENT OF CORRECTIONS: the wrong caption was given to the Freedom Train photo on page 23 of last issue. The Robert Clark photo actually shows the train arriving at Rincon, NY last Feb 6, traveling at about 10mph. The engine was serviced at that point. Train in the photo is on a downgrade..... EAST COAST RAILFANS on June 15 will have a rare chance to ride two first-run trains the same day. Southbound the PALMETTO will leave New York at 8am and reach Richmond at 2:40pm, while the northbound COLONIAL will leave Richmond at 5:20pm and arrive in New York at 11:59pm..... THE FIRST PIECES of ConRail equipment with the corporation's name emblazoned on it have begun to turn up in the East. Cars are boxcars painted in Penn Central green with "ConRail" in white. The letters "CR" appear below the word "ConRail." GG1 #4800 has also been repainted--red, white and blue with stars and stripes and silver trucks, with the word "ConRail" in the middle. A ConRail rumor has it that the main line between Harrisburg and Pittsburgh and on to the Conway yard will be electrified. If so, get your photos now of Horseshoe Curve without wires..... THE SOUTHERN PACIFIC has recently decreed that no private cars over 40 years old shall operate on its lines in passenger train service. This discriminatory decree does not apply to its own old office cars. Car "La Condesa", well known to RTN readers, made a last run Oakland-Sparks on trains 6 & 5 on Memorial Day weekend. The decree was already in effect, but the trip had been approved earlier.....

AND SOUTHERN PACIFIC office cars are not without their problems, as suggested by the report of an RTN reader that SP business car 99 (unnamed) separated from the end of the SUNSET LIMITED just as the train was leaving New Orleans, putting the train in emergency. A 15-min delay ensued, and 12 or 15 SP officials along with 4 or 5 staff employees poured out of the car to watch the road crew switch back to recouple. The date was May 14, and the rest of train 1's consist was: engines 570 & 569; cars 1184, 9953, 9949, 9960, 9914, 3393, 8500, 2713 "Pine Cavern", 2350 "Regal Dome", 2367 "Regal River", and 2612 "Pacific Forum"..... THE FIRST JANUARY issue of RTN reported some "strange vibes" among EMPIRE BUILDER crews, gleaned from our last reader rating survey. Perhaps because of such reports, Amtrak has had a lot of supervisors riding the train lately. A reader reports that train 9 into Seattle May 17 had 5 workers in the diner being watched by 6 Amtrak supervisors. And on train 10 two days later there were 3 supervisors in the diner (with 5 workers)..... ANOTHER CORRECTION TO our last issue: the reproduction of the Amtrak ad on the rear cover omitted one line of type just below "Amtrak's U.S.A. Rail Pass" which said "The more you use it, the more it's worth"..... ALL AMTRAK PEOPLE riding the corporation's trains make up trip reports routinely. Joe Vranich tells us of a case where a trip report led directly to an operational improvement: Joe was riding the BROADWAY LIMITED and found the porter at one sleeping car wondering why all his passengers were boarding at the wrong end. The line number holder had been installed, at the shops, at the wrong end of the car. Someone in charge saw Joe's report and immediately issued orders to have all yards move the holders to the vestibule ends of cars if they had been placed at the "blind" ends.....

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SOME MORE INFORMATION on that May 4 murder attempt on the COAST STARLIGHT (see last issue, p. 16): the victim was 71-year old Mrs. Catherine Wing of San Clemente. She was shot twice, in the left cheek and left arm, and while in serious condition, was reported recovering nicely in a San Luis Obispo hospital. She said a man she had never seen before walked up to her in the lounge car while she was playing cards and fired a small handgun at her. The northbound train was passing thru Guadalupe at the time. A male nurse assisted her until the train reached San Luis. A train steward said that dapperly-dressed Ronald Brown, 38, of Los Angeles, handed him a gun wrapped in napkins and said "I just shot a woman back there who was bothering me." Crew members watched the suspect until sheriff's deputies came aboard at San Luis and arrested him, after clearing passengers out. Brown was to be booked attempted murder and was being given a psychiatric examination.....

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SOME SIGNIFICANT CHANGES in Eastern Canada schedules are shown in Canadian National Apr 25 timetables. The two Montreal-Toronto Turbos have had stops added at Kingston, with a connecting bus to Belleville. The LAKESHORE and BONAVENTURE, the trains that made the local stops at Cornwall, Prescott, and Brockville, have both been dropped. In their places are now a shuttle of RDC cars running Montreal-Brockville. The thru trains with dining and parlor car service originate in Ottawa. Montreal-destined or originating passengers must make an across-the-platform transfer at Brockville. Also there is no parlor service out of Montreal, and only snack service on the RDCs..... THE PENN CENTRAL Transportation Co. has agreed to sell its shares in the Toronto, Hamilton & Buffalo Railway to Canadian Pacific, giving that owner 86% ownership of the line. The price is $5.4 million, and the transaction must be approved by the Canadian Transport Commission..... AMTRAK HAS ISSUED new timecards for the ARROWHEAD, omitted from the Apr 25 timetables.....

THREE BOMBS WERE planted on a commuter train out of Belfast, Ireland, on May 21. One of them exploded in the first car of the 6pm Bangor-Portadown train, killing one person and badly imjuring at least 5 others..... THE ALASKA RAILROAD had soaring operating revenues last year, reports Alaska Magazine. Revenue of $41 million was nearly double that of 1974, and the line reported a profit of $5.8 million. The heavy business is generated largely by Alaska pipeline construction. William Dorsey of the Katy line has been named new general manager of the Alaska Railroad.....

AMTRAK PRESIDENT REISTRUP has sharply denied that the General Accounting Office's estimate that Amtrak will need $3.4 billion over the next 5 years is accurate..... AMTRAK TRAINS WERE delayed near Dwight, IL on Apr 12 when a highway truck loaded with toxic chemicals began to leak on highway 66 along the ICG right of way. Delays of about an hour affected trains 300, 301 and 302..... ILLINOIS CENTRAL GULF got a new president and chief operating officer on Apr 1: William Taylor. Alan Boyd, president, became vice chairman..... AMTRAK AND THE Amtour Corp. have announced a program of "Stopover Tours and Short Stay Vacations" in the West. Some tours include "Royal Hudson" steam train tours in British Columbia. Tour folder free from: Amtrak Travel Center, Box 262, Addison IL 60101..... THE NIAGARA RAINBOW, Amtrak's new name for the former EMPIRE STATE EXPRESS, is a train that does not actually serve the city of Niagara Falls; but Amtrak says there is a "quick bus connection to and from the Amtrak Buffalo depot..... THE CITY OF Valparaiso, IN, was added this spring as an experimental stop for the BROADWAY LIMITED. It's the home of Valparaiso University, a school of 4300 students. As stops began, in the off season of April, 23 passengers the first week was called "amazing" by a local travel agent..... "AIR IS QUICK, bus is cheap--but train is fun" says Arthur Frommer in the latest edition of "Washington DC on $10 and $15 a Day", very briefly summing up the primary appeal of three different modes..... FOUR ARCHITECTURAL-ENGINEERING firms have been selected to compete for the design of the $1.75 billion federal project to upgrade rail passenger service between Washington and Boston, the Federal RR Administration announced May 18. Those selected from 19 competitors were: (1) Bechtel, Inc. (2) Corridor Rail Consultants, a consortium; (3) DeLeuw, Cather & Parsons Assoc., a joint venture; and (4) a joint venture of 5 firms: Tippetts, Abbett, McCarthy, Stratton; Kaiser Engineers; Morrison, Knudsen; Gibbs & Hill Inc.; and Parsons, Brinckerhoff, Quade & Douglas Inc.....

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THE NATIONAL ASSOCIATION of RR Passengers on May 20 announced the selection of Ross Capon as executive director. He has been assistant director of NARP since Jan 1975 and replaces Orren Beaty who continues to serve as president..... BENJAMIN F. BIAGGINI, president and chief exec. officer of SP, was elected chairman of the railroad late in May. Elected president of SP was Denman K. McNear, 50, who was VP-operations..... HIGHWAY-TRAIN ACCIDENTS dropped 25% last year from 1974's total of over 1000 involving fatalities. Fatalities have been decreasing steadily from a high of 1780 in 1966, and the DOT attributes this to its cooperative Federal-State-industry program of accident and fatality reduction..... THE NATION'S TRAFFIC deaths climbed over 6% in April over the level of April 1975, the DOT said May 21. There were 3601 fatalities reported this April. The figure is, however, 18% less than the April 1973 total, before the 55mph highway speed limit..... THE SUNSET LIMITED, train 1, was detoured May 21 due to an SPfreight derailment at Shaw, TX....

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ALL AMFLEET EQUIPMENT in Chicago will be transferred June 1 from Amtrak's 12th St. Yard to the Santa Fe yards, leaving 12th st. with the following trains to service: 40, 48, 50-54, 57, 59, 303, and 371. Trains 347-348 are still using ex-C&NW bi-level equipment, contrary to a report in our last issue. The BLUE WATER got its Turbo equipment on May 20, as predicted..... "THE ASHTABULA DISASTER" is a new book for rail historians, describing the Dec 29, 1876 rail disaster in Ashtabula, OH, the "the greatest railroad disaster" in that period. The book is $10.50 from Ashtabula County Genealogical Society, Box 885, Ashtabula OH 44004. For info, send stamped envelope. Other history books are available..... CONRAIL HAS STARTED "one of the largest railway maintenance projects ever undertaken", the corporation announced May 20: a 9-month, $520 million program to upgrade and maintain its "Far-flung right-of-way"..... CALIFORNIA SENATOR TUNNEY last month criticized the Ford administration for its "shortsightedness" in nixing his proposals for 200mph West Coast trains, but seemed willing to settle for a plan of upgrading existing rail lines. A final report on his plan is due next Jan 30.....

LIGHT RAIL SYSTEM between Portland and Oregon City, OR, could be funded by highway money diverted from a defunct Mt. Hood freeway project. The DOT approved in early May the transfer of funds to another transit project. A number of other projects could also qualify for funding from that source. The controversial Mt. Hood freeway was deemed as not essential to completion of the Interstate Highway system..... LOS ANGELES SUPERVISOR Baxter Ward told the L.A. Times in late may that the newspaper was trying to defeat his rapid transit ballot measure (see p. 7). He accused the paper of "one hell of a hatchet job" and "deceptive reporting" in its series on transit preceding the coming June 8 vote on acceptance of a large-scale transit line in the county..... MEANWHILE, BAXTER WARD'S proposed San Diego-L.A. train, for which used equipment was purchased and refurbished during energy crisis days, has been sidetracked by a dispute with Santa Fe over whether the train is commuter or intercity. Four of the cars (no dome) are sitting on track 5 at L.A.'s Union Station, reports Bob Swan. They are numbered and named: la 101 "sierra madre"; la 103 "la mirada"; la 104 "santa monica"; and la 105 "los angeles"..... A STATE BILL to improve rail and bus service between Sacramento and the Bay Area passed its first legislative hurdle early in May. The $8 million plan includes $2 million for rebuilding the Sacramento Amtrak station..... THE DRIVING OF the Golden Spike was re-enacted at Promontory Point, UT, May 10, the 25th re-enactment by the Box Elder Golden Spike Association, 107 years after the original completion of the railroads..

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100 YEARS AGO on May 7 the SP railroad line between Santa Cruz and Watsonville, CA, was completed, and a big anniversary celebration was held last month. Now, 100 years later, there is talk of restoring passenger service to the line..... ON MAY THIRD RTN reader Richard R. Wilhelm rode the RIO GRANDE ZEPHYR from Denver to Salt Lake City. It was hardly the idyllic trip the RGZ fans talk about. It was an unseasonably warm day, and there was no air conditioning on the train, because the freon in the system had been removed for the winter season lest it freeze up at the 9400-foot altitude the train reaches. Most vestibule doors were open for cooling air, and the train became "infested" with insects, according to Wilhelm. The diner was missing, being in the shops for refurbishing (new electrical equipment, carpeting, and other changes). A makeshift snackbar area substituted. Passenger Director Leonard Bernstein apologized for the conditions, but Mr. Wilhelm is proceeding with a complaint to the ICC to force D&RGW to abandon the run and allow Amtrak to re-route the SAN FRANCISCO ZEPHYR over the line..... SENATE APPROPRIATIONS SUBCOMMITTEE on May 27 approved funding for Amtrak for next fiscal year in the amount of $430 million, plus $105.7 million for capital expenditures. This does not agree with a $414.7 million bill passed by the House a bit earlier, and the bill must go to the full Senate committee and a joint conference committee must work out a compromise..... AS SUMMER SEASON is about to get underway, predictions by travel experts is that U.S. travel will be very high, especially in view of the Bicentennial celebration. It is forecast that relatively fewer people will do their traveling by auto (only about 65%), and that public carriers will see record numbers of users. It appears advisable to make Amtrak reservations early. There are conflicting reports in the media about gasoline this summer. Some say it is plentiful, others that the price will rise. The oil-producing countries met in Indonesia on May 28 and decided not to raise petroleum prices for the present.....

DEARBORN STREET STATION in Chicago is being torn down. Wrecking began May 19, much to the consternation of preservationists who had understood they would be notified before such a move was made on the architecturally historic structure..... A BILL WAS introduced into the Illinois legislature May 20 to authorize the state to contract for service with Amtrak and Rock Island (see p.3)..... THE EXISTENCE OF Amtrak's ADIRONDACK is the best-kept secret in New York state, supporters dismayed at the train's present jeopardy are saying..... THIS ISSUE OF Rail Travel News is being mailed June 4, contrary to the date listed on page 2.....

CARS & CONSISTS

*SAN DIEGAN, train 776 at L.A. May 9 & train 775 at San Diego May 10: engines 417, 451 (B); cars 1164, 6035, 8103, 5228, 5230, 5236, 9927 (hi-level). Train 770 at San Diego May 10: engines 416, 452 (B); cars 1367, 6040, 3820, 5235, 5231. Train 775 at San Diego May 14 (last non-Amfleet run?): engines 527, 417; cars 1164, 6035, 8103, 5228, 5230, 5236, 5231, 6041, 9915 (hi-level with step-down), 9958, 9927 (hi-level with step-down.) Train 770 at San Diego May 14 (1st Amfleet run): engines 416 (E9A, ex-UP), 223 (F40); cars 1367, 21138, 21146, 20027, 21147, 21148, 21141, and 20028 (21000-series are Amcoach, 20000 Amcafe). Train 776 at San Diego May 14: engines 525 (SDP40F), 223 (F40); cars same as #770 except 20028 off. Train 773 should have been same as 770; and 772 same as 775. Train 771 apparently same as 775 minus hi-levels. Train 775 at San Diego May 15: engines 525 (SDP40F), 224, 223 (F40s); cars 1367, 21138, 21146, 20027, 21147, 21148, 21141, 21143, 20026, 21145, 21140, 21135, 21136, 20028 (train capacity 940; about 90% filled). Train 773 on May 18 was scheduled to include deadheading Rohr Turboliner coach 173 to move to Philadelphia for testing; but brakes did not release properly on it upon departure and it was cut out and returned to San Diego station. SAN DIEGAN equipment is wyed at the San Diego Marine Base.

*EMPIRE BUILDER, train 7 at Chicago May 5: engines 575, 562; cars 1109 (removed at Minot, ND May 6), 1551, 4891, 9465, 4521, 4483, 8351, 8068, 9222, 2676, 1363. Train blocked by freight wreck of 16 cars one mile west of Culbertson, MT station. Train was wyed at Snowden, MT, engines ran around train and pulled it backwards to Culbertson, where 3 school buses transferred passengers to train 8's equipment about 5 miles west. Train 8 (now train 7) was unloaded and loaded at a farm crossing near Culbertson and left at 4:22pm, arrived Seattle 2hrs late. "New" train 7 engines ran around train in Havre station. Train backed onto the Great Falls line & then forward around the wye onto the main. Consist of new train 7 at Culbertson MT May 6: engines 531, 530; cars 2659, 9244, 8153, 9362, 4863, 9474, 4533, 1544. Ex-B&O dome sleepers "Moonlight Dome" and "Starlight Dome" have been used in revenue service recently on the BUILDER. Ex-GN Great Domes are regularly sidelined with difficulties and ex-CBQ cars such as "Silver Patio" and "Silver Tower" often fill in.

*NORTH COAST HIAWATHA, train 9 at Helena MT May 13, re-routed due to derailment on Butte line: engines 537, 529; cars 1157, 4518, 9500, 4890, 9810, 8153, 9211, 2661, 8106 (deadhead?). Train 9 at Minneapolis May 8: engines 511 & 577 removed, replaced with 561 & 565; cars 1023, 4551, 9479, 4550, 4518 (off at Mpls), 9814, 8047, 2670, 2677, private car 4183.

*ARROWHEAD, train 766 at Minneapdis May 8: engine 345 (E8); cars 1710, 6805, 6804. (Note: ARROWHEAD is omitted from Apr 25 timetables because discontinuance seemed imminent at time of schedule printing; see RTN, 2nd March & 1st April.)

*Southern Railway school excursion train to New Orleans, at Slidell, LA May 5: engines 6910 "Carter Braxton", 6915 "Thomas Jefferson", 6914 "Thomas Lynch Jr." (units named for Southern signers of Declaration of Independence); cars 906, 907, 664 "Fort Oglethorpe", 665 "Fort McPherson", 662, 661, 660 (all SR coaches).

*NATIONAL LIMITED, train 30 at St. Louis May 27: engines 724 (F40), 595 (SDP40F), 472 (E9B); cars 1076, 2628 "Pacific Rest", 2235 "Venice", 8080, 5440, 5425 (engine 724 ran St. Louis-Indianapolis, for delivery to ConRail's Hill Yard, and Beech Grove next day for tests.

*Amclub car 20110 is not lettered "Murray Hill Club", despite illustration on Feb timetables, reports Erich Houchens.

*COAST STARLIGHT, train 11 at Oakland CA May 11: engines 557, 556; cars 1006, 2255 "Star Vale" (dorm), 4868, 4886, 4859, 4819, 4508, 4511, 3370, 8031, 2723 "Pine King", 2725 "Pine Lodge", 2366 "Regal Pass", 9373, 9374, 1414 (last 3 deadheading to L.A.).

Express Ads

*WANTED TO BUY: Pullman uniforms and PRR waiter's uniforms, china, silverware and menus. Kenneth G. Murry, 209 E. New St., Mountville, PA 17554.

Detroit Jackson & Chicago, West Point, Missouri Pacific, Conductor, Bessemer & Pullman uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

Dining car china dishes and glasses, several railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

GREEN BAY & WESTERN Fan Trip - The Northstar Chapter NRHS will run a special one-time, two-day passenger excursion train on the GB&W. First day's trip will be from Winona, MN to Merrillan, WI 132 mile round trip. Second day Winona to Wisconsin Rapids, 237 mile round trip. Saturday's fare $20. Children's fare $12.50 (Saturday only). Sunday's fare $32.50 per seat. Two-day special discount fare $45.50. All fares increase by $5 after May 20, 1976. Box lunch available both days $3 each. For tickets, flyer and additional information, write to: Trip Director, Northstar Chapter NRHS, P. O. Box 16478, St. Paul, MN 55116.

RR pocket watches for sale. Fine condition. Send SASE for list. We also buy. What do you have? Bill Turner, P.O. Box 3095, Hamilton, Ohio 45013.

"STEAMY" -- FOR YOUNG RAIL ENTHUSIASTS! "Steamy" is a locomotive on the ex D & RGW narrow gauge, now the Cumbres & Toltec Scenic Railroad. 28 pages to color, plus an exciting story, gives youngsters a feeling for Rocky Mountain Railroading as it was. $2.00. Dave Ulmer, 1407 Holmes Drive, Colorado Springs CO 80909.

TIMETABLE DEPARTMENT STORE, 21 E. Robin Rd., Holland PA 18966. We buy singles & collections, Pay Big. Try us first. We sell Fantastic TT Grab Bags $8 a real bargain. Famous Coval Covers for Public TTs - clear plastic - great, 100/$6.75. Sample free. We are Antique Timecard Acquisitors, a Clover & Coval enterprise.

One way to keep up-to-date on European railway news is reading the TICKER TAPE -- a new and rather different monthly newsletter. You should try it! We'll send it to you free of charge for the next three months. Just write a postcard and send it to Ticker Tape, Box 1092, DK-8200 Arhus N, Denmark.

CUSTOM AMTRAK BUTTONS -- Special large 3" buttons, with "Why not Madison??" or "People Come First" or "The Turbos are Coming!!", each with large Amtrak logo below. $1 each, or 4 for $3, any Mix, Julie Kreunen, 305 Yosemite Tr, Madison, Wisc. 53705.

DINING CAR EXPOSITION! 3rd annual exhibit of silver & china aboard cars of Kansas City RR Museum, June 19-20, 1-5PM. 3rd & Broadway in River Quay. (816) GR1-9321.

WANTED: Subscribers to TRACK 4 - the South's only provocative monthly mouthpiece. Our price: 35¢ ea/$4.00 yr. Now you can get a yearly subscription plus Southeastern Transportation Coalition Charter membership for $3.50 - cheap. Limit on offer to first 100 applications. Find out what really goes on in Dixie. Mail subscription to: Henry DiVenuto, 2918 Houston Ave., Macon, GA 31206.

NEW YORKERS--interested in organizing a New York Ass'n of R.R. Passengers? Send ideas & suggestions to John W. Crate, Oneonta, NY 13820.

RAILS NORTHEAST is not a newsletter but a bonafide magazine covering the Northeast (CONRAIL and predecessor lines). 48 pages an issue, all content, full color pictures included. Before you buy a subscription to ours or any other, try a sample, $1.75. RAILS NORTHEAST, Box 135, East McKeesport, PA 15035.

Wanted: Wooden cabooses or passenger cars. Prefer Northeast origin & location, for shipment via B&M. Sid Mann, Box L, Athol, MA 01331. (617) 249-4523.

FLORIDIAN SLEEPER DISCONTINUANCE--Amtrak is seeking an exemption from the ICC to discontinue the Jacksonville-Miami sleeper on the Miami section of the FLORIDIAN. This would mean that Chicago-Miami passengers would have to rise at unearthly hour of 3:30 AM to transfer to coach. Remember the SUNSET. HELP! Write letter of protest to: Secretary, ICC, Washington DC 20423 before June 15. We can't allow Amtrak to downgrade long distance service. Charles A. Dunn, Miami.

Come on RAILFANS, Let's ride the trains. The GOOD while they are still around, the NEW while they are still new. No need to stand in a ticket line or listen to a telephone recording when you can arrange with us at no additional cost. Be it a ticket to San Diego or the East Coast, let our 25 years of rail ticketing work for you. Let's Travel Tours, PO Box 72668, Riverside CA 92506. Phone (714) 3874850.

Rail Travel News recommends a YES vote on Calif. proposition 15 on June 8.

ADVERTISING RATES FOR RAIL TRAVEL NEWS: Express Ads $1.00 per line (minimum size=4 lines), 1/16 page $5.00, 1/8 page $10.00, 1/4 page $20.00, 1/2 page $40.00, full page $80.00 (camera-ready copy) $25.00 per half-page quarter page. Write: MESSAGE MEDIA = RTN, P.O. Box 9867, BERKELEY CA 94709.

CARS & CONSISTS

*SAN DIEGAN, train 776 at L.A. May 9 & train 775 at San Diego May 10: engines 417, 451 (B); cars 1164, 6035, 8103, 5228, 5230, 5236, 9927 (hi-level). Train 770 at San Diego May 10: engines 416, 452 (B); cars 1367, 6040, 3820, 5235, 5231. Train 775 at San Diego May 14 (last non-Amfleet run?): engines 527, 417; cars 1164, 6035, 8103, 5228, 5230, 5236, 5231, 6041, 9915 (hi-level with step-down), 9958, 9927 (hi-level with step-down.) Train 770 at San Diego May 14 (1st Amfleet run): engines 416 (E9A, ex-UP), 223 (F40); cars 1367, 21138, 21146, 20027, 21147, 21148, 21141, and 20028 (21000-series are Amcoach, 20000 Amcafe). Train 776 at San Diego May 14: engines 525 (SDP40F), 223 (F40); cars same as #770 except 20028 off. Train 773 should have been same as 770; and 772 same as 775. Train 771 apparently same as 775 minus hi-levels. Train 775 at San Diego May 15: engines 525 (SDP40F), 224, 223 (F40s); cars 1367, 21138, 21146, 20027, 21147, 21148, 21141, 21143, 20026, 21145, 21140, 21135, 21136, 20028 (train capacity 940; about 90% filled). Train 773 on May 18 was scheduled to include deadheading Rohr Turboliner coach 173 to move to Philadelphia for testing; but brakes did not release properly on it upon departure and it was cut out and returned to San Diego station. SAN DIEGAN equipment is wyed at the San Diego Marine Base.

*EMPIRE BUILDER, train 7 at Chicago May 5: engines 575, 562; cars 1109 (removed at Minot, ND May 6), 1551, 4891, 9465, 4521, 4483, 8351, 8068, 9222, 2676, 1363. Train blocked by freight wreck of 16 cars one mile west of Culbertson, MT station. Train was wyed at Snowden, MT, engines ran around train and pulled it backwards to Culbertson, where 3 school buses transferred passengers to train 8's equipment about 5 miles west. Train 8 (now train 7) was unloaded and loaded at a farm crossing near Culbertson and left at 4:22pm, arrived Seattle 2hrs late. "New" train 7 engines ran around train in Havre station. Train backed onto the Great Falls line & then forward around the wye onto the main. Consist of new train 7 at Culbertson MT May 6: engines 531, 530; cars 2659, 9244, 8153, 9362, 4863, 9474, 4533, 1544. Ex-B&O dome sleepers "Moonlight Dome" and "Starlight Dome" have been used in revenue service recently on the BUILDER. Ex-GN Great Domes are regularly sidelined with difficulties and ex-CBQ cars such as "Silver Patio" and "Silver Tower" often fill in.

*NORTH COAST HIAWATHA, train 9 at Helena MT May 13, re-routed due to derailment on Butte line: engines 537, 529; cars 1157, 4518, 9500, 4890, 9810, 8153, 9211, 2661, 8106 (deadhead?). Train 9 at Minneapolis May 8: engines 511 & 577 removed, replaced with 561 & 565; cars 1023, 4551, 9479, 4550, 4518 (off at Mpls), 9814, 8047, 2670, 2677, private car 4183.

*ARROWHEAD, train 766 at Minneapdis May 8: engine 345 (E8); cars 1710, 6805, 6804. (Note: ARROWHEAD is omitted from Apr 25 timetables because discontinuance seemed imminent at time of schedule printing; see RTN, 2nd March & 1st April.)

*Southern Railway school excursion train to New Orleans, at Slidell, LA May 5: engines 6910 "Carter Braxton", 6915 "Thomas Jefferson", 6914 "Thomas Lynch Jr." (units named for Southern signers of Declaration of Independence); cars 906, 907, 664 "Fort Oglethorpe", 665 "Fort McPherson", 662, 661, 660 (all SR coaches).

*NATIONAL LIMITED, train 30 at St. Louis May 27: engines 724 (F40), 595 (SDP40F), 472 (E9B); cars 1076, 2628 "Pacific Rest", 2235 "Venice", 8080, 5440, 5425 (engine 724 ran St. Louis-Indianapolis, for delivery to ConRail's Hill Yard, and Beech Grove next day for tests.

*Amclub car 20110 is not lettered "Murray Hill Club", despite illustration on Feb timetables, reports Erich Houchens.

*COAST STARLIGHT, train 11 at Oakland CA May 11: engines 557, 556; cars 1006, 2255 "Star Vale" (dorm), 4868, 4886, 4859, 4819, 4508, 4511, 3370, 8031, 2723 "Pine King", 2725 "Pine Lodge", 2366 "Regal Pass", 9373, 9374, 1414 (last 3 deadheading to L.A.).

Express Ads

WANTED TO BUY: Pullman uniforms and PRR waiter's uniforms, china, silverware and menus. Kenneth G. Murry, 209 E. New St., Mountville, PA 17554.

Detroit Jackson & Chicago, West Point, Missouri Pacific, Conductor, Bessemer & Pullman uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

Dining car china dishes and glasses, several railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

GREEN BAY & WESTERN Fan Trip -- The Northstar Chapter NRHS will run a special one-time, two-day passenger excursion train on the GB&W. First day's trip will be from Winona, MN to Herrillan, WI 132 mile round trip. Second day Winona to Wisconsin Rapids, 237 mile round trip. Saturday's fare $20. Children's fare $12.50 (Saturday only). Sunday's fare $32.50 per seat. Two-day special discount fare $45.50. All fares increase by $5 after May 20, 1976. Box lunch available both days $3 each. For tickets, flyer and additional information, write to: Trip Director, Northstar Chapter NRHS, P.O. Box 16478, St. Paul, MN 55116.

RR pocket watches for sale. Fine condition. Send SASE for list. We also buy. What do you have? Bill Turner, P.O. Box 3095, Hamilton, Ohio 45013.

"STEAMY" -- FOR YOUNG RAIL ENTHUSIASTS! "Steamy" is a locomotive on the ex D&RGW narrow gauge, now the Cumbres & Toltec Scenic Railroad. 28 pages to color, plus an exciting story, gives youngsters a feeling for Rocky Mountain Railroading as it was. $2.00. Dave Ulmer, 1407 Holmes Drive, Colorado Springs CO 80909.

TIMETABLE DEPARTMENT STORE, 21 E. Robin Rd., Holland PA 18966. We buy singles & collections, Pay Big. Try us first. We sell Fantastic TT Grab Bags $8 a real bargain. Famous Coval Covers for Public TTs -- clear plastic - great, 100/$6.75. Sample free. We are Antique Timecard Acquisitors, a Clover & Coval enterprise.

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DINING CAR EXPOSITION! 3rd annual exhibit of silver & china aboard cars of Kansas City RR Museum, June 19-20, 1-5PM. 3rd & Broadway in River Quay. (816) GR1-9321.

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RAILS NORTHEAST is not a newsletter but a bonafide magazine covering the Northeast (CONRAIL and predecessor lines). 48 pages an issue, all content, full color pictures included. Before you buy a subscription to ours or any other, try a sample, $1.75. RAILS NORTHEAST, Box 135, East McKeesport, PA 15035.

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FLORIDIAN SLEEPER DISCONTINUANCE Amtrak is seeking an exemption from the ICC to discontinue the Jacksonville-Miami sleeper on the Miami section of the FEDORDIAN. This would mean that Chicago-Miami passengers would have to rise at unearthly hour of 3:30 AM to transfer to coach. Remember the SUNSET. HELP! Write letter of protest to: Secretary, ICC, Washington DC 20423 before June 15. We can't allow Amtrak to downgrade long distance service. Charles A. Dunn, Miami.

Come on RAIL FANS, That's ride the trains. The OLD while they are still around, the NEW while they are still new. No need to stand in a ticket line or listen to a telephone recording when you can arrange with us at no additional cost. Be it a ticket to San Diego or the East Coast, That our 25 years of rail ticketing work for you. Let's Travel Tours, PO Box 22768, Riverside CA 92506. Phone ((714) 788-8350.

Rail Travel News recommends a YES vote on Calif. proposition 15 on June 8.

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